willing to fulfill some of its promises, particularly those concerning the Chinese Eastern Railway. Russian activity in Mongolia., too, was a bone of contention. May 31st, 1924, however, an agreement was signed which annulled all treaties between the Czarist government and China and relinquished Russian extraterritoriality and consular jurisdiction, the Russian portion of the Boxer indemnity, and special Russian concessions in China. But, while consenting to the principle of the eventual restoration of the Chinese Eastern Railway to China, the agreement provided that the Chinese must buy back the line, that the amount and conditions of repurchase and of the provisional management should be determined by conference between the two governments, and that in the meantime the road should be operated under the terms of the original contract of 1896. In the case of the Boxer indemnity, the Russian share was not to be canceled unconditionally but was to be set aside for education among the Chinese and was to be administered by a commission of three—two appointed by China and one by Russia—no action of which could be taken without a unanimous vote. Russia, therefore, held a veto in the use of the funds.

China had gained much, but Mongolia and the Chinese Eastern Railway—especially the latter—remained causes of friction. In Outer Mongolia China had lost all but the name of suzerainty. While in the case of the Chinese Eastern Railway it was specifically declared that the road was a purely commercial enterprise, the recognition of the reentry of Russia as an effective force in its control, after it had been all but eliminated during the period of chaos and civil strife in Siberia following the revolution,

might well prove a renewal of its threat to the territorial integrity of Northern Manchuria. September 20th, 1924, Russia entered into an agreement with "The Autonomous Government of the Three Eastern Provinces"—meaning, of course, Chang Tso-lin—which attempted a settlement of the question of the Chinese Eastern Railway. It was much like that of May, although it differed in some important respects. The Russia of the Soviets was no more minded to relinquish its control over the road than had been the Russia of the Czars.

Joint management by Russians and Chinese inevitably led to repeated friction. This was increased by the anti-Communist,